

Major Moves to Get There: Recommended Funding Options

Funding / Saving Source	Estimated 10-Year Revenue
• Long-Term Lease of the Toll Road*	Greater than \$2.0 billion
• I-69 as a Toll Road *	\$700 million
• I-69 as a Public-Private Partnership & a Toll Road*	\$900 million - \$1.5 billion
• Saving Money Through Project Re-Design	\$400 million
• Indiana Toll Modernization	\$770 million
• Restructure Existing Transportation Debt	\$ 20 million
• Open Container Law	\$ 20 million
• Increase Special Permitting Fees	TBD
• Developer Contributions	TBD
• Asset Management Contracts	TBD
• Bad Driver Surcharge*	TBD
• Developer Impact Fees*	TBD

* Requires legislative action

Funding Options Explored But Not Currently Recommended

- Gasoline & Gasohol Tax Increase
- GARVEE Bonds
- Redirect 6% Sales Tax on Gas
- Dedicated Truck Lanes
- High Occupancy Toll (HOT) Lanes
- Weigh in Motion (WIM) Sensors in Highways for Enforcement or ESAL Based Tolls
- Counter-Cyclical Fuel Tax
- Dynamic Message Sign Sponsorship
- Excise Tax on Tobacco
- Excise Tax on Alcohol
- Billboard Tax
- Index Fuel Tax to CPI
- Increase Fuel Tax
- Redirect Funding from General Fund
- Charge Commercial Vehicles for Highway Damage
- Tax Increment Financing
- Sales Tax on Vehicles
- Transportation Funding Reform
- Toll for Ohio River Bridges
- Toll Pass System for Off-Highway Use